

Fig. 1

6 STEERING ANGLE

7 PARKING SPACE COORDINATES (OPTIONALLY DYNAMICALLY UPDATED)

8 WHEEL SPEEDS

5 POSITION DETERMINATION MODULE

10 VEHICLE POSITION IN RELATION TO THE PARKING SPACE

9 STEERING ANGLE CONTROL MODULE

11 DESIRED STEERING ANGLE

12 STEERING TORQUE REGULATION MODULE

13 STEERING AID TORQUE

2 MEASURED DRIVER TORQUE

1 DRIVER RECOGNITION MODULE

4 RELEASE

3 LONGITUDINAL DYNAMICS CONTROL MODULE

15 BRAKE INTERVENTION

16 ENGINE TORQUE INTERVENTION

17 ACCELERATION REQUEST (GAS PEDAL TRAVEL) OR DECELERATION REQUEST (BRAKE PEDAL TRAVEL)

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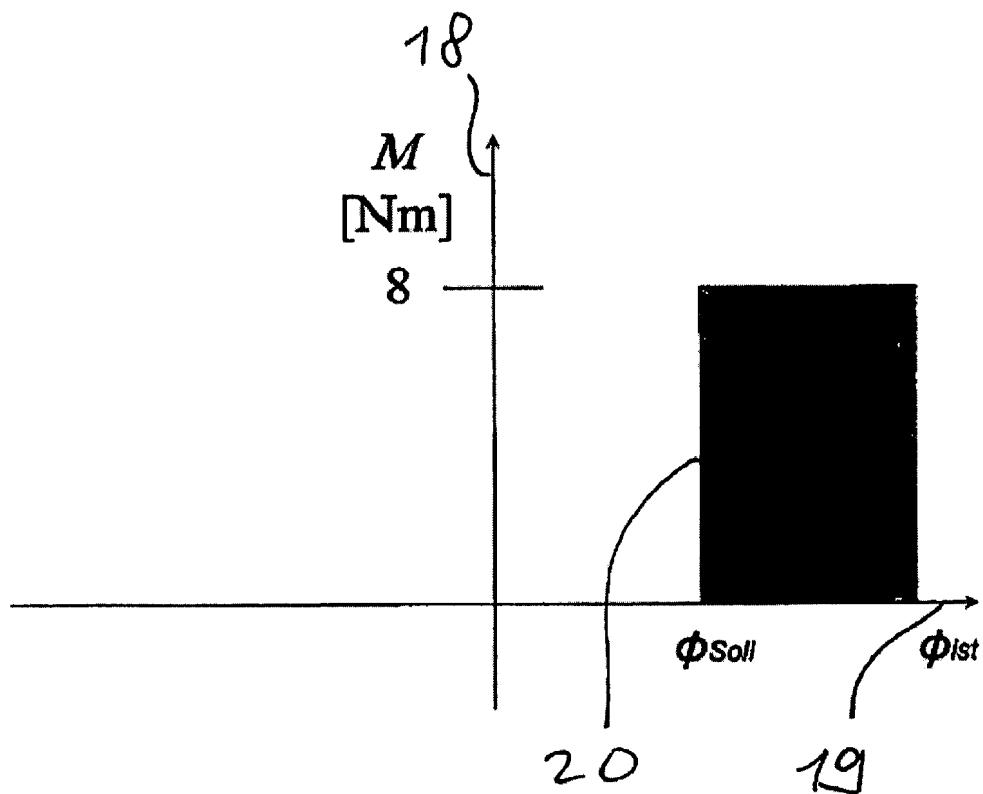


Fig. 2

$$\Phi_{Soll} = \Phi_{etpoint}$$

$$\Phi_{ist} = \Phi_{actual}$$

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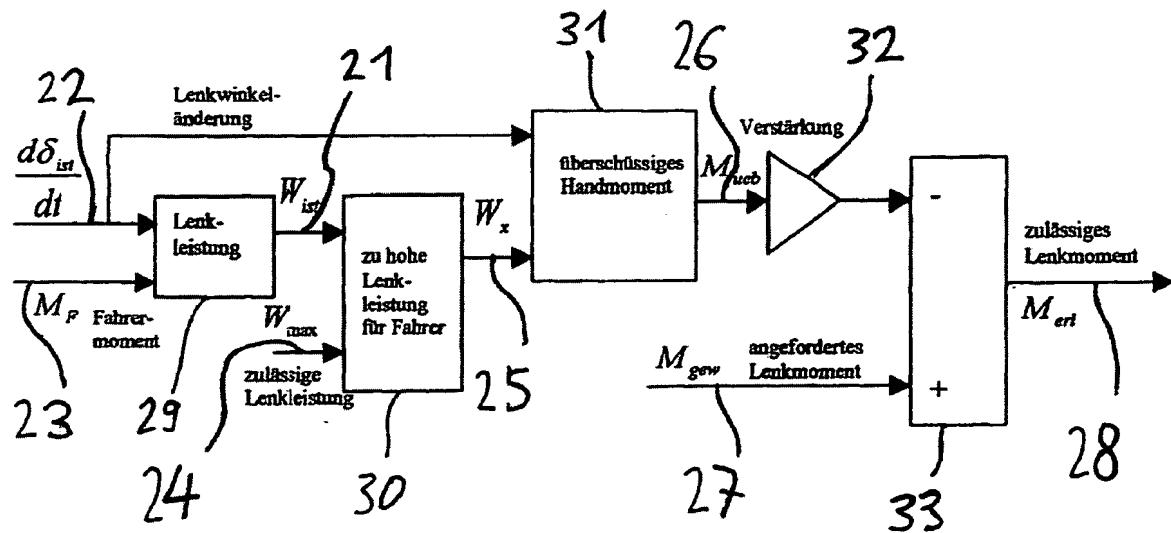


Fig. 3

Lenkwinkeländerung = change in steering angle

W_{ist} = W_{actual} = actual work

Lenkleistung = steering work

Fahrermoment = driver torque

zulässige Lenkleistung = allowed steering work

zu hohe Lenkleistung für Fahrer = steering work too high for the driver

überschüssiges Handmoment = excess manual torque

M_{ueb} = excess torque

Verstärkung = amplification

angefordertes Lenkmoment = requested steering torque

zulässige Lenkmoment = allowed steering torque

M_{gew} = desired torque